श्री नामग्याल : स्पीड ब्रेकर के बारे मे ऑफ हण्ड तो कुछ नहीं कह सकता, लेकिन अगर मेम्बर इस बारे में फीगर्स चाहें तो बाद मे दे सकता हूं ।

श्री सत्य प्रकाश मालवीय : क्या आप स्पीड ब्रेकर को भी सुरक्षा सप्ताह मनाने मे इंक्लूड करेंगे ?

श्री पी० नामग्याल : जरुर करेंगे और अगर कहीं पर खराबी होगी तो उसको ठीक भी करेंगे ?

Decline in security standards at the Indira Gandhi International Airport

*103. SHRI DIPEN GHOSH:†

SHRIMATI RENUKA CHOUDHURY :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government's attention has been drawn to the press report which appeared in the Hindustan Times of the 18th May, 1988, to the effect that security arrangements at the Indira Gandhi International Airport are showing steady decline and if so, what are the reasons therefor;

(b) whether there have been increasing threats from a number of terrorists organizations; and

(c) if so, whether Government propose to make tight security arragements to avoid mishaps and if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) (a) This news has come to the notice of Government. It is incorrect to say that there has been decline in the security standards at Indira Gandhi International Airport, Delhi.

(b) No, Sir.

(c) Government constantly monitors security arrangements with a view to improving them.

SHRI DIPEN GHOSH : Sir, the Minister admits that the news item has come to the notice of the Government, but, at the same time, he refuses to admit that there has been decline in the security arrangements at the Indira Gandhi International Airport in Delhi. Sir, in the news item, two specific cases were pointed out where a serious type of security lapsed had occurred. One has that passenger was issued with two boarding cards by a particular airline and another passenger was allowed to board with an additional boarding card, specially made seat and this is also an international airline. So, I could not follow the reply given by the Ministry that though the news item has come to the notice of the Government, there has been no decline in the security standards. How did they come to the conclusion that there was no decline in the security arrangements where such type of serious lapses could occur ? I am drawing his attention to the two specific cases. I can read from the same news item but I do not think, it is necessary. So, in respect of these two specific cases, what steps the Government have taken to fix up the responsibility.

SHRI SHIVRAJ PATIL : Sir, one of the cases to which a reference has been made arose out of a passenger having lost his boarding card and having received the boarding card and boarding the plane. The dummy checks are done. Every now and then, dummy checks are done and this extra boarding card which was available to the policeman, which was found, was used for dummy checking and when the passenger went on board with the extra boarding card, then it was checked and it was detected that a person who was not authorised to board the aircraft was on board and so he was taken out. It was a dummy check. This is not a lapse. On the contrary, this is something which has helped to find out whether such things can happen and if such things happen, what is to be done.

†The question was actually asked on the Floor of the House by Shri Dipen Ghosh.

SHRI DIPEN GHOSH: Sir, my second supplementary is this. I admit that there should be a foolproof security system in airports, particularly international airports, when terrorist activities have gone up.

MR. CHAIRMAN: Put your question, please.

SHRI DIPEN GHOSH: The Minister has said that they are monitoring. While even in national airports they should ensure a better security system, they should not lose sight of the fact that ensuring of a better security system and ensuring of facilities for passengers cannot be at loggerheads with each other. They can only be complementary to eac other. But, we have found even in Delhi that adequate number of frisking machines are not there and so passengers are subjected to unnecessary harassment. There is also delay in the taking off of flights because of the blocking taking place at the security level. What steps are the Government going to take to see that while maintaining a better security system, they also smoothen the work and there is no delay in the taking off of flights.

SHRI SHIVRAJ PATIL: I agree with the hon. Member that on the one hand we should be very careful about the security and on the other, the customer should not be put to any inconvenience. And we have been trying to see that these two interests are balanced and these two interests are met and fulfilled. We have taken certain steps to see that the security system is modified. We are using some modern devices to find out whether the luggage is safe and whether the passenger boarding is not carrying anything lethal with him. At the same time, we are training our people also to handle different kinds of situations. So, on the one hand, by using modern methods, equipment and devices and on the other, by training the people who are manning the security arrangements there, we are trying to achieve these aims and it will be our constant endeavour to see that these two ends are achieved.

SHRIMATI RENUKA CHOWDHURY: Sir, in the reply, the Minister has mentioned that the Delhi Police, the airport authorities and the airlines security personnel constitute the three-tier system of security that we have been practising in airports. I want to know who coordinates between these three people. Is there an agency that is designated for that? Has it got official recognition or is it an informal arrangements between these three people? I ask this because there is no method of any one of them identifying the other personnel who are, at any given point, on duty. And this has been experienced by me personally. The airport authorities cannot identify the Delhi Police people and the Delhi Police people do not know the faces or the names of the people who are in the airport security personnel. Hence anyone can put on the uniforms and come in and we have no method of checking this. Would the Minister be able to elaborate on this? Thank you.

SHRI SHIVRAJ PATIL: The security is generally manned by the police force. But there are arrangements where the airport authorities and the security personnel in the departmnet meet. They meet and discuss the security issues and security problems and then decisions are taken and they are implemented by the police force. At the airport level there are arrangements. At higher levels also there are arrangements to coordinate.

SHRIMATI RENUKA CHOWDHURY: Nobody can identify the others. The three agencies put three lots of people every day on duty. They cannot identify each other. There is no method of identification. It is all right if they say 'shift No. 1—so and so from Delhi Police: so and so from airport security personnel and so on are coming. There is no I.D. or there is no way of identifying each other. It is difficult to coordinate.

SHRI SHIVRAJ PATIL: Entry is by pass and those are working there are also to carry their passes. If they are not having their passes, they are not allowed to go there. And that provides the necessary arrangement which is required.

MR. CHAIRMAN: Shri Bir Bhadra Pratap Singh.

SHRI BIR BHADRA PRATAP SINGH: Apart from the general question, is there any specific threat from any of the terrorist organizations to the security of the international airports?

SHRIMATI RENUKA CHOWDHURY: I asked the question as to who is coordinating the whole thing.

SHRI SHIVRAJ PATIL: I would again like to say, at different levels, at the Ministries' level, at the airlines' level, at the airports' level there are organizations which coordinate. They meet and discuss and they decide and the decisions are then implemented. As for the question...

MR. CHAIRMAN: Question hour is over.

WRITTEN ANSWERS TO QUESTIONS

Import of accident relief cranes

*104. SHRI SUNIL BASU RAY:
SHRIMATI RENUKA CHOWDHURY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had imported high powered computerised accident relief cranes during 1982-83 as reported in the Times of India dated 1st July 1988 if so what was the cost of each crane and the foreign exchange involved;

(b) whether it is a fact that some of these cranes have been found defective;

(c) whether Government have also received any complaints from Eastern, South Eastern, Central and Western Railways regarding the functioning of these cranes;

(d) if so, what are the details of the deficiencies discovered and the steps taken to rectify them;

(e) who are the persons responsible for taking the decision to import these cranes; and

(f) whether the Railways have sufficient numbers of working cranes to cope up with any contingency?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) During 1985-86 two types of breakdown cranes were purchased at an approximate cost of Rs. 2.1 crores and Rs. 2.73 crores per crane which included foreign exchange element of Rs. 1.6 crores and Rs. 58.51 lakhs respectively.

(b) to (d) No complaints have been received from Central and Western Railways.

During oscillation trials with one type of crane, the spring suspension arrangement permitted operation at a maximum speed of only 50 kilometres per hour under Indian conditions. After modifications at the cost of the suppliers, the cranes have been cleared upto the specified speed of 90 kilometres per hour.

(e) The import of these cranes was a decision of the Government.

(f) The Railways have enough cranes to deal with normal contingencies.

East Coast Road from Kanyakumari to Calcutta

*105. SHRI M. VINCENT: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) what progress has been made so far in the long pending construction of East Coast Road from Kanyakumari to Calcutta via Madras; and

(b) by when this work is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) East Coast Road runs from Kanyakumari to Madras. A motorable road exists along the coast which needs improvements. The development of this road however, is the responsibility of the State Government of Tamil Nadu and Union Territory of Pondicherry.